

MILKMAID
RICH
THICK
CREAM
—
SIMPLY PURE CREAM.

The China Mail.

ESTABLISHED 1845

MILKMAID
STERILIZED
NATURAL
MILK
—
IS
PURE, FRESH
COWS' MILK.

No. 16,087.

號八廿月九年四十一百九千一第

HONGKONG, MONDAY, SEPTEMBER 28, 1914.

號甲庚年三國民華中

—RICE, \$2.00 per month

THORNE'S

No. 4
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, HONGKONG

WAR NEWS.

Many Territorial rights were in
camp when the order for mobilization
was issued. Some had not even reached
their destination, and they had no sooner
got out of the trains than they were or-
dered to transfer their baggage for the
military journey.

A TORONTO MILLIONAIRE'S GENEROSITY.

A Toronto millionaire has expressed
his intention of giving a battery of quick
movers and a palatial yacht.

GERMAN BRUTALITY.

London, Aug. 18th.—Six thousand five
hundred expelled from Germany reached
Stockholm yesterday. They declare that
they suffered barbarous treatment at the
hands of the Germans.

Series of German brutality are ac-
cumulating. A Union named Dorned
cut down a priest who was administering
the sacrament to the wounded. Some
German soldiers shot two children, aged
7 years, who had gained the gardens
of their arrival.

GERMANY AND HOLLAND.

London, Aug. 18th.—Germany is secur-
ing food supplies through Holland; hence
her anxiety not to violate Dutch terri-
tory. If the allies reach Cologne this
avenue will be closed, and the only pos-
sibility that would remain for Germany,
in the maintenance of her food supplies,
would be a detour route via Italy, Aus-
tria, or Roumania.

A MINOR NAVAL ENGAGEMENT.

London August 25th.—A single-screw
torpedo boat, M. 11, light cruiser (Glover-
ton), (4,800 tons) describes the pursuit of
the German warships Goben (2,200 tons)
and Breslau (4,100 tons). The
Gloverton continued the chase for
two days and nights. Her second shot,
trick of half of the Breslau's foremast
funnel. The next shot hit the gun out
of action. The Breslau fired thirty shots,
but only two took effect, sinking two of
the Gloverton's boats.

CURIOUS AUSTRIAN ANNOUNCE- MENT.

London, August 24th.—Following the
Austrian defeat in Serbia the Austrian
Government has issued the curious an-
nouncement that it has been obliged to
gather all its forces against Russia, and
that therefore the attack against Serbia is
henceforth to be regarded as a punitive
expedition, not as definite war. This is
regarded as meaning that Austria will
abandon offensive action against the
Serbians.

SUGGESTED USE OF JAPANESE.

In regard to the suggestion made by
M. Pichon, ex-French Minister of For-
eign Affairs, that Japan be asked to send
troops to Europe to assist the Allies,
the Nichi Nichi quotes "a certain staff
officer of high rank" as expressing the
view that Japan could dispatch some
500,000 troops to reinforce the united
forces of Great Britain, France and Bel-
gium. From a strategic standpoint,
however, such a step would not be highly
advantageous to the united forces. The
officer quoted thinks it better to send
Japanese troops to Poland, through
Siberia, and thus for the two armies to
attack Germany from the rear. Leav-
ing the task of capturing Berlin in the
hands of the Russians, the Japanese
forces could invade Austria-Hungary and
capture her capital. To think that the
capture of Paris by Germans will bring
the war to an end is a gross mistake.
Such a thing would not mean a victory
for Germany. The officer, however,
thinks that M. Pichon's suggestion will
not be realized.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea?
Keep absolutely quiet for a few days,
rest in bed if possible, be careful of your
diet and take Chamberlain's Colic, Cholera
and Diarrhoea Remedy. This medicine
has cured cases of chronic diarrhoea that
physicians have failed to cure, and it will cure
you. For sale by all Chemists and Store-
keepers.

BUSINESS NOTICES.

MILKMAID
MEANS
STERILIZED
SAFETY
NATURAL
No. 1
MILK
MICROBES



A Fresh Consignment of Half-size Tins

has now arrived.

Please apply to usual Stores.

"MUMEYA."

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
"Special terms 33% reduction for Volunteers
and all men in uniform."
No. 8, Queen's Road Central.
TELE. No. 254.

St. John's Cathedral.

Mr. George Gimble will give an
ORGAN RECITAL

TOESDAY NEXT, at 9.15 p.m.
in aid of the Prince of Wales Fund.

Assisted By The Choir and Other Local
Vocalists.

Hongkong Sept. 24, 1914. 1032

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF-YEAR-
LY DRAWING of Sixty Five Deben-
tures of the Hongkong Club, (1898 issue)
was held in the Club House on
FRIDAY, the 18th September, 1914, when
the following Debenitures were drawn for
Redemption:—

124	777	1119	1469	1822
208	792	1125	1482	1814
232	825	1134	1489	1887
314	875	1189	1512	1875
415	874	1192	1541	1890
422	969	1212	1561	1897
484	988	1231	1622	1907
496	978	1237	1625	1909
522	1011	1267	1672	1923
544	1012	1287	1695	1925
568	1047	1270	1750	1956
741	1050	1434	1798	1982
747	1065	1454	1821	1985

and will be payable at the HONGKONG AND
SHANGHAI BANKING CORPORATION, on
WEDNESDAY, the 30th September 1914,
in exchange for surrender of same.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, Sept. 18, 1914. 1013

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
4.00 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 3.15 p.m.	Every 10 minutes.
3.15 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.00 p.m. and 9 p.m.	9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m.	every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12 Noon	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON

General Office.

YESTER: Fresh, Fried or Stewed,
Finest Haddock, Kippers, &c.

ALEXANDER

BUSINESS NOTICES.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
MONDAY, 29th SEPTEMBER.
8 A.M. "HEUNGSHAN." 8 A.M. "HONAM."
5 P.M. "KINSHAN." 5 P.M. "FATSHAN."

TUESDAY, 30th SEPTEMBER.

8 A.M. "HONAM." 8 A.M. "HEUNGSHAN."
5 P.M. "FATSHAN." 5 P.M. "KINSHAN."

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (leave at
Hongkong about 11 P.M.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric lights are available all night.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." S.S. "TAISHAN"
HONGKONG TO MACAO
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 4th OCTOBER.
The Company's Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.,
and return from Macao at 2 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. "SUI TAI."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. "SALINAM," S.S. "TONG," and S.S. "NANSHING," 56% Tonnage.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 P.M. and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 8 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and
"SHANLU." These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ROBINSON MANSIONS (First Floor),

Opposite the Blake Pier.

HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that
a Scrip Certificate issued 22nd July,
1908, for 4 Shares numbered 5049/5052
in the above-named Company standing in
the name of Jolo L. de Luz (deceased)
of Hongkong, has been lost, and should the
same not be produced before the 10th
proximo, a new Scrip Certificate will be
issued in favour of the said Jolo L. de Luz
(deceased), and no transaction taking place
under the Scrip Certificate issued 22nd
July, 1908 will be recognised by the
Company.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong Fire Insurance
Company, Limited.
Hongkong, Sept. 25, 1914. 1045

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL
STORE.

FURNITURE, Draperies, Groceries,
Soot and Shoes.

Makers of Jewellery, Lacquers,
Crockery, Ware.

Ironmongery, Wine and Spirits

Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

809 PAT POO STREET,
CANTON.

TEL. No. 1408.

Nos. 237, 239, Des Voeux Road
and No. 120, Cross Street Road Central.
Tel. No. 811. Hongkong.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, "Ice Iron" and
Foundry (like Importers). General Store-
keepers and Ship Chandlers. Nos. 35 and
37, High Street, Canton, (2nd Street, west
of Central Market) Telephone No. 615.

Hongkong, September 4, 1914.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. E. OWEN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 97½ lbs. net

In Bags of 350 lbs. net

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR"

Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, &c. is most useful for the Destruction of Fleas,

PER PINT TIN, 50 CENTS

PER GALLON TIN, \$2.00

VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

MEH CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A SPECIALITY.

NOTE ADDRESS:

408 HOUSE HONGKONG

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY COUNTRY,
ASTURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipyards and can accommodate any craft
up to 500 feet long.

Town Office, 14, Cross Street, Road Central, Hongkong. Telephone No. 400.
Shanghai, 14, Cross Street, Road Central, Hongkong. Telephone No. 400.
Estimates furnished on application.

WONG PING WA, Manager.

HONGKONG, April 1, 1912

CALDBECK, MACGREGOR & CO

(Established 1884.)

AGENTS FOR

JUNORA

THE WINE OF HEALTH

JUNORA—THE TONIC

JUNORA with "gin" — THE COCKTAIL

JUNORA with water or soda — THE "LONG DRINK"

INTIMATIONS.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASESetc., etc.,
AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIALFRANCISCO TSE YAT, General Manager.
Shanghai, August 12, 1908.

HONGKONG TURKISH BATH & TOILET CO., LD.

OPENING DAY OCTOBER 1st.

HOT, COLD, MEDICATED, TURKISH AND ELECTRIC BATHS OF
EVERY DESCRIPTION FOR LADIES AND GENTLEMEN.EXPERT MASSEURS, EXPERIENCED BARBERS AND
HAIRDRESSERS.THE PUBLIC IS REQUESTED TO CALL AND INSPECT THESE BATHS.
QUEEN'S ROAD CENTRAL, HONGKONG.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 16, DES VORCES ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 22, WATER STREET.
MANILA—MANILA HOTEL, P. O. Box 720.TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.TRIPS arranged to ALL PARTS of the World.
FACILITIES collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.
FOREIGN MONIES, exchangeable.

CHINA OFFICE—LUDGATE CIRCUS, LONDON, E.C.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LISTS, ETC ETC ETC

Obtain quotations from.

THE CHINA MAIL OFFICE

5, Wyndham Street

European Supervision

Moderate Price.

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.
Be prepared for emergencies by always keeping
a bottle in the house.

Prepared by

A. C. ENO, Ltd., "FRUIT SALT" WORK, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, KUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMAZUTA, SAYO,
SHINNEW and KAMIMADADA
Collieries.AGENTS for MARIU, & OUBARI
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

Nagasaki, Moji, Karatsu
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.TEL. ADDRESS for above: "IWASAKI"
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

OSAKIYANG: Messrs Gearing &
CoMANILA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PEDDER STREET,
HONGKONG.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY
YEARLY MEETING of Share-
holders in the above Company will be
held at the Company's Town Office, 2
Lower Albert Road, HONGKONG, on
SATURDAY, 10th October, 1914, at
12.15 p.m. for the purpose of presenting
the Report of the Directors and Statement
of Accounts to 31st July, 1914.The TRANSFER BOOKS of the Com-
pany will be CLOSED from 1st to 10th
October, 1914, both days inclusive.

By Order,

M. MANUEK,

Secretary.

Hongkong, Sept. 23, 1914. 1039

NOTICE.

THE Board of Administration of the
Port of New South Wales, "Patric" an-
nounce that until 10 A.M. on MONDAY,
28th September, 1914, Tenders will be re-
ceived on board addressed to the Paymaster
for the sale of "L.D. BOWLER" STEEL
TUBES and other OLD MATERIALS.
The articles can be seen daily from
1 P.M. until 3 P.M. on board the mid
Garbath at KOWLOON DOCK.All expenses incurred in the removal
of the mentioned articles to be borne by
the purchaser.Full particulars and any necessary in-
formation may be obtained on application
on board.Portuguese Gun at "Patric"—Kow-
loon Dock, 24th September, 1914.BASILIO AUGUSTO DE ALMEIDA,
Lieut. Paymaster.

Hongkong, Sept. 24, 1914. 1031

MARTIN'S
APIOL-STEEL
PAIN-KILLERS

A French Remedy for all rheumatism,
neuritis, neuralgia, sciatica, etc. It is a
powerful analgesic and antispasmodic. It
is a purely vegetable preparation and is
entirely harmless. It is sold in bottles of
10 and 20 tablets. Price 1/6 and 2/6
per bottle. All Chemists and Druggists
keep it. Write for particulars to
MARTIN'S, 10, Rue de Valenciennes,
LILLE, FRANCE.

MARTIN'S
APIOL-STEEL
PAIN-KILLERS

DAIRY FARM NEWS.

NOTICE

WE beg to notify our customers that
on and after 14th instant, our
amended prices (as approved by the
Food Committee) will come into force.
All existing price lists are hereby
cancelled.Amended copies can now be had on
application.

THE DAIRY FARM CO., LTD.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
PAIN-DRIVING BATHS WITHOUT INTERMISSION.
THERAPION NO. 2
CURES RHEUMATISM, NEURALGIA, SCIATICA, ETC.
THERAPION NO. 3
CURES BRUISES, WOUNDS, BURNS, SCALDS, ETC.
FOR YOU

THERAPION
EASY TO TAKE
EASY TO USE
EASY TO CURE
EASY TO BUY
EASY TO SELL
EASY TO GIVE
EASY TO TAKE
EASY TO USE
EASY TO CURE
EASY TO BUY
EASY TO SELL
EASY TO GIVE

HIGHEST GRADE
CIGARETTES
and TOBACCO

Smokers of
GARRICK
SMOKING
MIXTURE
are always sure of a
cool and refreshing
smoke.

Acknowledged by
the connoisseur to
stand alone for purity
and charm of flavour.

GARRICK
CIGARETTES
are always the same,
always good, always
satisfying.

They possess a most
pleasant flavour and are
unquestionably the
finest Virginia Cigarette
manufactured.



OBTAINABLE AT ALL READING TOBACCONISTS

NOTES ON DIRIGIBLES.

The Assistant Naval Constructor of the
U. S. Navy has, in a paper communica-
ted to the Journal of the Franklin Insti-
tute, collected the latest information
available in connection with air-ships
now used in European countries. We
learn from it that so far from the unfor-
tunate experiences of Germany with
her Zeppelins deterring European na-
tions from pursuing further their attempt
to conquer the air with these unwieldy
craft, they are one and all giving the
engineering side of the question more
detailed study, and are not without hope
that a type will yet be evolved that will
possess a reasonable element of safety.

It is frankly admitted that there is little
hope of ever building a ship that will
weather a gale; and perhaps this belated
admission will do more to restore air-
ship operations to popularity than all the
misplaced confidence in this and the
other innovation which in the past has
led to so many painful disasters. So
specialized has the study of aeronautics
become, in fact, as to justify the appli-
cation to it of the distinctive term
"Aeronautical Engineering." Although
France was the first European nation
to take up the building of dirigibles as
a distinct military arm, she has more
recently begun to specialize in aero-
planes, while Germany has concentrated
on dirigibles and now leads in this
branch of aeronautics. The present
position is Germany with 25 air-ships,
France with 18 and Italy with 12. In
England there has not been the same
keenness to multiply air-ships, probably
in consequence of her opening experi-
ences with them. The "Mayfly," built
by Vickers, broke its back at the very
first attempt to launch it, and the
"Morning Post," built by Latham, was
destroyed in the same year in a high
wind. Since then British efforts have
been directed more towards evolving an
improved type than towards accumulat-
ing a fleet. Small craft ranging in
capacity from 100 to 6,000 cubic metres
have been built and tested, the last one
being the "Eta" of 6,000 c. m., which
has proved quite a success so far. In
1913 a 6,500 French ship and an 8,800
German ship were purchased and a few
further foreign orders have been given,
while the firm of Vickers, Ltd., has
secured the right to build the "Perseus"
(German) type and the firm of
Armstrong, Whitworth and Co. has se-
cured the right to build the "Forlani"
(Italian) type in England. There are
three broad types of dirigibles now built,
viz., (1) the rigid in which the envelope
is held in shape by a rigid frame; (2)
the non-rigid in which it is held in shape
by internal gas pressure; (3) the semi-
rigid in which only the lower part of
the envelope is provided with a frame.
Zeppelins are all of the rigid type, the
non-rigid type is represented in Germany
by the "Pervals" and in France by
nearly all the types followed, while in
England only non-rigid types are being
developed. In Germany the Govern-
ment has heavily subsidized the Zepp-
pelin Company and the Delag Company
and bound them to secrecy as regards
construction of the rigid types; but it
is known that the frame is of an alumi-
nium alloy, though the composition of
the alloy is kept secret. Some details
of Zeppelin L1, lost in a gale on the
North Sea in September 1913, will give
an idea of the scale on which Germany
builds her latest air-ships: Volume
22,000 cubic metres; length 160 metres;
diameter 15 metres; speed 85 kilometres
per hour; radius of action 55 hours; (at
reduced power); power 500 h.p.; crew
17. Zeppelin L2 was a still larger ship
with a volume of 27,000 cubic metres
and a radius of action of 70 hours. She
met with an accident on her acceptance
trial when she attained a speed of 90
miles an hour with 800 h.p. The ship
is a rigid Schutte-Lanz in which the
frame is of wood which, it is hoped,
will not so easily be injured by slight
concentric sea. Zeppelins, with their
aluminium alloy frames, the small
British airship "Etna" of 6,000 cubic
metres capacity was built by

Aircraft Factory. The form of the
envelope was determined after tests made
in the wind tunnel at the National Phy-
sical Laboratory, and the material is
a confidential double diagonal rubberized
fabric, treated with chromic yellow on
the outside to protect the rubber from
sunlight. The air is of steel tubing
covered with fabric and the power plant
consists of two 150 h.p. French motors.
The crew comprises 6 men and for land-
ing the assistance of 40 men is required
in windy weather. The rigid type of
air-ship has of course all the advantages
of the big battleship in strength, speed,
capacity and radius of action, and bo-
rides, having a cellular subdivision of
gas bags there is less danger from a
rupture of the envelope. On the other
hand the disadvantages are many. They
cannot be transported by rail or steamer;
their housing is very expensive; their
handling on the ground is difficult, re-
quiring from 200 to 300 men during a
moderate breeze, and when the wind
exceeds 15 miles an hour handling be-
comes impossible; lastly they are very
liable to a bad strain in landing. The
non-rigid type being collapsible has ad-
vantages in both carriage and housing,
may be handled on the ground with
comparatively few men with much less
risk than its rigid rival, and can be de-
signed with equal flying power with 20 per
cent. less volume. The semi-rigid
type, being a compromise between the
two, may be said to possess some of the
advantages and some of the disadvan-
tages of both. Speaking generally, for
capacities above 10,000 cubic metres the
rigid type is recommended, and for lower
capacities either of the others. In order
that an air-ship may be manageable she
must have a minimum of 8 miles speed
above that of the wind in which she is
subjected to operate, and for this reason
high speed capacities are essential, up
to say, 50 or 60 miles an hour. There
is thus a limit to the wind which air-
ship can cope with; hence it is essential
to have a clear knowledge of the weather
in which it is to operate. In Germany
a good deal of practical knowledge in
the working of dirigibles has been ac-
quired, and regular sightseeing trips are
now arranged during fine weather. They
cannot, however, be calculated on com-
mercial lines the fact being that the
Delag Company which provides the
trips is heavily subsidized by Govern-
ment for military purposes and makes
its profits in other directions. As re-
gards military air-ships, it is considered
that an altitude of 5,000 feet keeps them
safe from fire, and at this height in fair
weather observations of the enemy de-
vices are possible. They can therefore
rise to this elevation, stop engines and
float, sending wireless messages to the
base. The radius of action in calm
weather is 2,000 miles for large rigid
air-ships and 1,000 miles for medium
non-rigid ones. As to the future of
dirigibles, it may be said that the past
five years have seen much advance in
their construction, and we may safely
expect to see further progress in their
speed, power, radius of action, safety
and reliability. Engineers, in spite of
the frequent disasters experienced in
recent years, are working in the hope
that the dirigible will one day become
not only an efficient engine of war, but
also a powerful asset of commerce and
industry.—Indian Engineering.

WAR AREA AT KIAOCHAO.

The territory within a radius of one
hundred li of Tientsin has been marked
out as the war area. The territory out-
side of this area comes under the aus-
pices of China. With a view to main-
taining neutrality the German Consulate's
Office has decided on a scheme and has
despatched troops there to be stationed
at close intervals along the line in pro-
ximity to the theatre of war. It is
understood these troops are very re-
luctant.

If you happen to be late your meals will
be courteously and promptly served
just the same. Only at the ALEXAN-
DRA CAFE

WAR NEWS.

Boy Scouts and Territorials are protect-
ing rail ways, telegraphs, and waterworks
in Home. A German named Eshmann,
formerly employed by Vickers, Maxim and
Co., was arrested on August 17 in Belfast
locks. The works of armament manu-
facturers are being specially guarded.

A Rough-riders Co. ps, now being or-
ganized in Paris, includes several American
cowboys, a number of Indians, and many
Englishmen. The squadrons will be
entirely self supporting, and will be armed
with carbines, knives, and automatic
pistols.

The Rome correspondent of the New
York Herald reports that 200,000 Italian
army men are concentrating between Mantua, Verona,
Peschiera and Legnago, and that the whole
of the garrison at Bologna has left for
Udine, near the Austrian frontier. The
port of Venice has been mined and the
defences of Brindisi have been strength-
ened.

AN OCEAN CHASE.

It appears that there are at least three
German cruisers roaming the Atlantic—the
"Dresden" (of 1044 tons, 24 knots
speed), the "Strassburg" and the
"Carlsruhe" (of 4473 tons, 26 knots
speed). The French Atlantic liner "Lorraine"
which has arrived at Havre from the
United States with 431 French reservists
on board, was chased by the "Dresden" off
the American coast. The "Lorraine"
escaped from the "Dresden" and inter-
cepted wireless messages passing between
the "Strassburg" and the "Carlsruhe",
which were waiting for her. She slued
the cruisers in a fog.

GERMANS ALLOWED TO RETURN
TO WORK.

Bombay, Aug. 25th.—Fifty-one Germans
working on Tata's Iron and Steel Works
at Kalamati (Bengal) who were taken down
between Germany and France came down
to Bombay to proceed to Germany but
could not do so as in the meanwhile En-
gland had declared war against Germany.
In the ordinary course they would have
been detained as prisoners of war but these
Germans having agreed to perform their
duties loyally, they were taken back to the
Kalamati works and allowed to perform
their work as usual. The Government
Inspector of Railways has been invested with
military powers, to keep watch over
these Germans.

6,000 VOLUNTEERS IN CALCUTTA.

Calcutta, August 27.—Calcutta has ac-
quired a splendid record in the raising of
defence forces. The total number of Vol-
unteers of all arms now in Calcutta amount
to 6,040 men.

The Maharajah of Bikanir's offer for
active service has been accepted.
Simla, Aug. 23.—With reference to the
recent report of the sinking by Germany
of the steamer "City of Winchester",
Messrs. Gladstone, Wyllys, of Calcutta,
have just received a cablegram that the
passengers and crew are now at Durgesh
Bay in the care of the City Line Agents.

THE LAUREATE AND THE WAR.

The following poem, without title or
heading, appeared in "The Times" of
August 8th—

Thou careless, awake!
Thou peace-maker fight-
stand, England, for honour,
And God guard the Right!
Thy birth lay aside,
Thy civil and play;
Thy love upon thee,
And grave is the day.
Thy monarch Ambition
Hath harnessed his slaves,
But the folk of the Ocean
Are free as the waves.
For Peace, thou art armed,
Thy Freedom to hold:
Thy Courage as iron,
Thy Good-faith as gold.
Through Fire, Air, and Water,
Thy trial must be:
But they that love life best
Die gladly for thee.
The love of their mothers
Is strong to command;
The fame of their fathers
Is might to their hand.
Much suffering shall cleanse thee;
But thou through the food
Shalt win to Salvation,
To Beauty through blood.
Up, careless, awake!
Ye peace-makers, Fight!
England stands for Honour,
God defend the Right!
Ronzar Buzozza,
"Poet Laureate."

KITCHENER'S BED.

Lord Kitchener's first question when he
entered the War Office to take up his new
post, so the story goes (says the Sporting
Chronicle) was addressed to the porter:
"Is there a bed here?" he asked. "No,
my lord," replied the porter. "Get one,"
said Lord Kitchener, and passed on.

LOSING WEIGHT
BY THE POUND

"Under Weight," a condition
of ill-health, shows your assim-
ilative powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the
wanted reinvigorating and healthy
flesh building materials—Very
palatable.

OF ALL CHEMISTS

PACIFIC: \$1.25 and \$2.25.



THE DOLLAR MARK

never obscures our idea of
"dollar" service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charges.

We use every scienti-
fic method of value in
testing the sight.

FOR ALL EYE TROUBLES
CONSULT US.

Hongkong, May 25, 1914. 1484

INTIMATIONS

IT IS HEREBY NOTIFIED that during
the Alterations and Repairs to the
Old Star Ferry Wharf, Kowloon, the
Wooden Public Pier will be Re-opened for
the use of the Public from SATURDAY,
October the 3rd, and until further notice.

A. F. CHURCHILL,
Director of Public Works.
Public Works Office,
Hongkong, Sept. 23, 1914. 1035

IT IS HEREBY NOTIFIED that the
Old Star Ferry Wharf, Kowloon, will
be CLOSED for Repairs from SATUR-
DAY, October the 3rd, until further
notice.

A. F. CHURCHILL,
Director of Public Works.
Public Works Office,
Hongkong, Sept. 23, 1914. 1036

HONGKONG ST. ANDREW'S
SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in
the City Hall on WEDNESDAY, 30th
September, 1914, at 5.30 p.m.

W. ARMSTRONG,
Hon. Secretary.
Hongkong, Sept. 23, 1914. 1025

FRENCH LESSONS

G. MOUSSON.

13, Morrison Hill Road.

1015

SIEN TING.

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

THE
CHINA MAILTyphoon Map &
Guide

PRICE 40 cents.

DON'T Forget after the show, Supper,
and Light Refreshments

ALEXANDRA CAFE

Open Till Midnight

BY TELEGRAPH.

(Reuter's Service to the China Mail)

THE PROGRESS OF THE WAR.

LAND OPERATIONS BEGUN AT TSINGTAU.

THE JAPANESE CASUALTIES.

BOMBS DROP INTO PARIS.

ALLIES ADVANCING IN FRANCE.

GERMANS RETREAT BEFORE RUSSIANS.

THE SIEGE OF TSINGTAU.

Land Attack Begun.

London, Sept. 27, 5.45 p.m.
Reuter's Tokyo correspondent says that the land attack on the outskirts of Tsingtau started yesterday. The Japanese casualties, so far, number 312.

TWO BOMBS DROPPED INTO PARIS.

London, Sept. 27, 5.10 p.m.
A telegram from Paris states that a German aviator dropped two bombs on a hotel, killing a soldier and injuring a girl.

THE STRUGGLE IN FRANCE.

Latest French Communiqué.

London, Sept. 27, 5.15 p.m.
A Paris communiqué states that our Left Wing is making perceptible progress. The enemy made extremely violent attacks between the Oise and Somme and several tactical changes, all of which were repulsed.

5.30 p.m.
The enemy made a successful attack in Saint Menchould but at the end of the day we regained the lost ground.

5.25 p.m.
At many places the French and German trenches are only 100 metres apart. The Prussian Guard in the Centre from Rheims to Soissons successfully attacked and were hurled back.

There has been no activity between the Argonne district and the Meuse and no change on the heights along the Meuse, nor in Lorraine and the Vosges.

London, Sept. 26, 3.35 a.m.
On our Left Wing in the region north-west of Nancy our advance troops came in contact with superior forces of the enemy, and were obliged to give a little ground. Reinforced by fresh troops they assumed the offensive vigorously. The struggle in this region is assuming a particularly violent character.

There is nothing new in the Centre.
On the Right the enemy have begun to yield before the attacks of the troops from Nancy and Toul, and are retiring towards Roupy-de-Milly. The action continues on the heights along the Meuse.

5.10 p.m.
On our Left the battle continues in a most violent manner between the Somme and the Oise. We have progressed slightly between the Oise and Soissons. The situation in the Centre is unchanged.

The enemy succeeded in crossing the Meuse but our offensive has already for the most part driven him back over the river.

Our attacks further southward have not ceased to progress.
The Fourteenth German Corps has fallen back suffering great losses. The enemy in Lorraine and the Vosges appear to have been reduced. Some detachments which had driven back our advanced posts have been repulsed by our reserves.

Sept. 27, 3.15 a.m.
The enemy attacked along the whole line yesterday and were everywhere repulsed. We are progressing on the Left Wing. The situation is stationary on the Meuse. We continue to gain ground in the Woëvre region.

ENEMY ACTIVE ALL ALONG THE LINE.

London, Sept. 26, 5.30 p.m.
The Official Press Bureau announces that there has been much activity on the part of the enemy all along the line, and some heavy counter-attacks have been repulsed, considerable loss being inflicted on the enemy.

RUSSIANS COMPEL THE GERMANS TO RETREAT.

London, Sept. 27, 8.10 p.m.
A telegram from Petrograd states that it is officially announced that the Russians compelled the Germans to retreat at Druskeniki. The enemy has started an artillery duel with the fortress of Ossowetz.

The Russians have occupied Donitz.
A large column of Austrians are retiring from Przemyśl, leaving trains and motor cars.

We have been successful in the Carpathians, taking guns and prisoners.
The Russians are pursuing the Austrians into Hungary.

FURTHER RUSSIAN SUCCESSES IN GALICIA.

London, Sept. 25.
The Russians have taken Rzeszow, on the railway to Cracow; also two fortified positions north and south of Przemyśl.

Sept. 27.
A Russian official despatch says the Austrians are retreating west towards Cracow. The Russians have taken Tournai.

ANOTHER ZEPPELIN CAPTURED.

London, Sept. 27.
A Zeppelin airship arrived at Warsaw at 5 o'clock on Saturday morning and threw two bombs which, however, did little damage. The airship was subsequently shot down near the fortress of Modlin and the crew captured.

BY TELEGRAPH.

THE PREMIER'S CALL TO IRELAND.

London, Sept. 25.

Mr. Asquith addressed a recruiting meeting at the Mansion House, Dublin. Five hundred armed Volunteers formed a guard of honour. Thousands were unable to obtain seats. Mr. Asquith said he had come to call loyal Ireland to take its place in the defence of a common cause, in a vindication of international good faith and the protection of the weak against the strong. How could Ireland delay helping in the struggle for freedom for the smaller nations when the best manhood of the Empire was flowing in? He asked the National Volunteers to contribute with promptitude and enthusiasm a large contingent of recruits to Lord Kitchener's Second Army.

Mr. Redmond said the democracy of Great Britain had conceded Ireland the right to autonomy, and Ireland was bound in honour to stand with other autonomous portions of the King's dominions. If the barrier of the British Army and Navy were removed, the liberties of Ireland would disappear in 48 hours. Ireland would bear her share of the burden with alacrity.

GREAT BRITAIN'S SECOND ARMY.

London, Sept. 27.

His Majesty the King has inspected the battalions of the new Army stationed at Aldershot.

SOUTH AFRICAN FORCE PEACEFULLY OCCUPY A TOWN.

London, Sept. 26, 11.45 a.m.

A message from Cape Town says that the Union Defence Force peacefully occupied the town of Luderitz Bay on the 16th inst.

HELP OFFERED BY ADEN PROTECTORATE.

London, Sept. 26, 11.45 a.m.

All the Sultans and the Sheriffs of the Aden Protectorate have offered their services to His Majesty the King, and they are offering prayers for the continued success of the Allies.

THE SITUATION SATISFACTORY.

"Heavy Losses To The Enemy."

London, Sept. 27, 10.25 p.m.

The Press Bureau announces that the situation is satisfactory and that the counter-attacks on the British Front have been beaten back with heavy losses to the enemy.

WAR NEWS.

ENEMY AND OUTLAW.

In Colombo on Sept. 4 the District Judge presided, with civil, the suit of the German firm of J. Hagenbach and P. Werlich against the firm of Arunachalam Vyttilingam and Co., who are British subjects, for about Rs. 50,000, on the ground that the plaintiffs (the Germans) had in fact lost their status, "an alien enemy being in the position of an outlaw."

GERMANY'S FOOD SUPPLIES.

London, August 18.—The Copenhagen correspondent of the Daily Chronicle telegraphs that Germany is drawing all food supplies possible from Denmark. The export of live cattle to Germany through Jutland is so great that the travelling route is unable to carry the traffic. The railway ferry between Gjedder, in the island of Lolland, and Varnemünde, has been reopened. The German duty on cattle is annulled, and the quarantine restrictions are not enforced.

PRECAUTIONS BY THE DUTCH.

Rotterdam, August 18.—The Dutch army, in great strength, is holding the frontier. Numerous barbed wire entanglements and barricades have been placed across all the roads, and arrangements are ready for dealing with a whole country in the event of combatants in irremovable numbers crossing the frontier. Many roads have been cut through and have been rendered impassable for troops and guns. All houses in the line of the fire from the forts have been evacuated and preparations have been made to blow them up with dynamite. Serious distress exists among the lighter men at Rotterdam owing to the stoppage of trade. Fifty thousand families in the port are destitute, and, in consequence, relief funds have been opened.

WIRELESS MESSAGES.

The French Government is twice daily sending wireless messages in German, French and English, from the Eiffel Tower station.

BELGIAN RESERVISTS IN CANADA.

Two thousand Belgian reservists have sailed from Montreal for London after receiving the following farewell message from the Minister for Militia (Mr. W. Hughes): "You are going to defend the liberties of all humanity and to humble the giant of modern times."

THE FRENCH ARMY MOBILISATION.

The Army mobilisation in France was so rapidly carried out that there were 1,750,000 field troops at their posts on August 15, in addition to the troops in the garrisons.

THREE ZEPPELINS DESTROYED.

Paris, August 10th.—Senator Paul Doumer, who was at one time a candidate for the Presidency of the French Republic, has just returned from the fighting line in Belgium. He states that while four German Zeppelin airships were reconnoitering yesterday three of them were destroyed by French guns, while the fourth fell into a forest and was wrecked. The spirit of the French soldiers has, he says, been greatly strengthened by the confidence of the men in their artillery, which is superior to Germany's.

BRITISH AVIATOR KILLED.

London, August 20.—The Press Bureau states that aviator Lieutenant E. Perry and a mechanic have been accidentally killed in France.

VIENNA SHORT OF PROVISIONS.

Petrograd, Sept. 2.

A report from Copenhagen states that there is beginning to be a shortage of provisions in Vienna. Grain is being distributed gratis to the people who apply for it. All the parks in Vienna are now being used as kitchen gardens.

NAVAL CHASE IN CHINESE WATERS OF A GERMAN DESTROYER.

H.M.S. Kennet fired on by the Tsingtau Forts.

LIST OF CASUALTIES.

(From the "Daily Telegraph" of August 24).

At an early hour this morning the Press Bureau issued the following communication giving a list of British casualties sustained by his Majesty's ship Kennet while engaged in pursuit of the German destroyer S 90 in proximity to Tsingtau.

The bombardment by the Japanese of Tsing-Tai commenced on Sunday after the expiration of the period stated in Japan's declaration of war against Germany.

The Commander-in-Chief, China, reports (unverified) that on Saturday afternoon the destroyer Kennet, whilst chasing German destroyer S 90, approached too close to battery at Tsingtau, and sustained the following casualties. The Kennet was not materially damaged.

KILLED.
Armstrong, John, A.B., J. 3,966.
James, David, P.O., 185,045.
Ryan, John James, A.B., S.S. 3,000.

SEVERELY WOUNDED.
Barton, Amos Arthur, A.B., J. 5,014.
Lowe, Albert Edward, A.B., 211,020.
Shute, Alfred, Stoker (1st-class), K. 8,282.

SLIGHTLY WOUNDED.
Alderman, Thomas John, A.B., J. 5,475.
Bryant, William Ambrose, Stoker (1st-class), K. 8,322.

East, Sidney George, Stoker (1st-class), K. 8,444.
Thornton, Allen Thomas, Chief Stoker, 284,845.

The above petty officers and men belong to Chatham Division, with the exception of Petty Officer James, who belongs to the Devonport Division.

The Kennet is of 550 tons displacement and 7,500 h.p., and belongs to the "River" class of destroyers.

she is armed with four 12 pounder guns and two 18in. torpedo tubes, and carries a complement of seventy.

Destroyer S 90 is one of a batch of twelve built in 1900, of 400 tons displacement and 23 knots speed.

The shareholders of A. and P. Peters, Limited, have approved of the scheme submitted by the directors for the amalgamation of their interests with those of Lever Brothers, Limited.

Brothers has an authorized capital of £80,000,000, of which £21,704,268 is paid up, and the capital of Peace, Limited, is £250,000.

BY TELEGRAPH.

(Reuter's Service to the China Mail)

DEATH OF PREMIER OF ONTARIO.

London, Sept. 26.

The death is announced of the Hon. Sir J. P. Whitney, K.C.M.G., LL.D., D.C.L., K.C., Premier of Ontario.

TYPHOON WARNINGS.

The following telegram was received at the American Consulate General from Manila Observatory at 12.40 a.m. on Sunday:—

Cyclone or Typhoon, E. of Rashi Channel, moving W.N.W. or N.W.

1 p.m. September 23.
Cyclone or Typhoon, E. of Southern Formosa, moving W. or W.N.W.

HONGKONG VOLUNTEER CORPS.

CORPS ORDERS BY LIEUT. COL. A. CHAPMAN, Y.D.

JOINED.
The following men are allotted Corps numbers and posted as follows:—

Pte. P. Vosper transferred from Reserves to Civil Service Company dated 15th Sept. 1914.
Pte. W. Thomson to Strachan House Section.

PROMOTIONS.
Pte. D. R. Blair is promoted to Sergeant to be 170 Signalling Section to date 28th Sept. 1914.

PARADES.
Parade for tomorrow, Tuesday, 29th instants:—

6 a.m.—Scouts Co. under Company Officers on Cricket Ground. Centre Section M.G. Co. Aiming Drill and Musketry Instruction on Murray Parade Ground under Sgt. Major Murphy, D.C.L.I.

5.15 p.m.—Recruits (except those not passed out) Right Section M.G. Co. fall in at Short Range Kennedy Road at 5.15 p.m. for Musketry under Sgt. Major and Sgt. Major Murphy, D.C.L.I.

5.40 p.m.—No. 2 Section Artillery Battery 15 pdr. Gun Drill at Victoria Gap.

5.45 p.m.—Last joined Recruits Group 1 and 2 under S. M. Colley, D.C.L.I. Remainder of Groups 1 and 2 under Company Officers.

DETAILS.
On duty, Group 3.
Officers on duty, Lieut. Hutchison, 2nd Lieut. Wright and 2nd Lieut. Swire. Orderly Officer, 2nd Lieut. Swire.

To furnish Guard to-night, Left Section M.G. Co.; to-morrow, Civil Service Company.

Orderly Sergeants to-night, Sgt. Jack; to-morrow, Sgt. Barlow.

CHARGE AGAINST A CHINESE CONSTABLE.

In the Police Court this afternoon before Mr. Wood a Chinese constable was charged with demanding money by menaces and accepting a bribe to "keep quiet" about an opium diwan in Tok Wa Wan Road, Hung Hom. There was another defendant who was charged with impersonating a constable and demanding money by menaces.

Mr. Agassiz (Clerk), Harding and Agassiz defended.

The second defendant said he went to Hung Hom to look for his brother who he understood was in an opium diwan. He did not know where the diwan was but "happened to find himself in one." He did not see the other defendant during the afternoon. The keeper of the opium diwan, who gave him in charge, would not let him leave the house, and called a detective.

Defendant denied demanding money as the price of his silence regarding the opium diwan.

Defendant was convicted of impersonation and was fined \$100 or three months.

The first defendant, said Mr. Wood, ought to be proceeded against on the ground of misconduct.

Inspector Lamont asked leave to withdraw the charge of accepting a bribe. Defendant was not sworn in as a constable, but he was engaged for a period of five years. There was no security.

The Magistrate said he did not think it would be fair for him to take the case on the amended summons and remanded it until to-morrow.

REAR-ADMIRAL PAKENHAM.

Rear-Admiral W. C. Pakenham commanding the Third Cruiser Squadron, in the Andam, knows what a modern fleet action is like from his experience in the Russo-Japanese War, when he was on board Togo's flagship. He was Fourth Sea Lord from 1911 to 1913, and hoisted his flag in his present command last December. He is 58 years of age, the oldest of the cruiser admirals of the fleet, but a man of unvarnished experience and knowledge of modern naval fighting.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Dispensaries.

Weismann's

For BREAD

Weismann's

For CAKES

Weismann's

For CHOCOLATES

WHITEAWAY, LAIDLAW and Co., Ltd.

NEW DELIVERY OF

nearly 1000 pairs of Lace Curtains



THE "WAYLOO"

our "Special Value" Curtain
Design similar to illustration.
3 1/2 yards long. In white or ecru.

Price \$250 a pair.

Bed Valances

a complete new range
Lace trimmed or hem-stitched.
Prices 45 cts. 65 cts.
75 cts.

Huckaback Towels

with handsome damask
border. H. S. Linen, Best
Irish make.

Prices 8.00 11.50 17.50
\$20.00 per dozen.

WHITEAWAYS Hongkong.

By Special Appointment to the
Imperial Japanese Household Department

KIRIN BEER

Light Palatable and Wholesome.
Eminently suited for this Climate.
Won the Highest awards at all
the Exhibitions.

For Sale at all the Hotels and
Restaurants in Hongkong.
Fresh Supplies by every Mail.

Price per case 4 dozen Quarts Duty Paid \$12.50

Price per case 6 dozen Pints Duty Paid \$13.00

SOLE AGENTS.

Gande, Price & Co., Ltd.,

8, Queen's Road Central

Tel. No. 135

HONGKONG.

SHIPPING

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

TO	STEAMERS	TO SAIL	REMARKS
CONDOY, via UVAL PORTS (ORIENTAL)	(Capt. A. L. VALENTIN)	Noon	Special of Call
CONDOY & ANTWERP	(Capt. A. L. VALENTIN)	10th Oct.	Advertise
CONDOY & ANTWERP	(Capt. A. L. VALENTIN)	10th Oct.	Advertise
CONDOY & ANTWERP	(Capt. A. L. VALENTIN)	10th Oct.	Advertise
CONDOY & ANTWERP	(Capt. A. L. VALENTIN)	10th Oct.	Advertise

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is at immediately necessary.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.

EMPEROR OF INDIA

Steamships leave HONGKONG at 12.00 Noon.

The "EMPEROR OF INDIA" and "EMPEROR OF ASIA" are new quadruple screw 21,000 tonne steamers of 18,000 tons gross—30,000 tons displacement—the latest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPEROR OF INDIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do 285.
EMPEROR OF INDIA	do do 285.
EMPEROR OF JAPAN	do do 285.

MONTEAGUE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

Atlantic, via Canadian Atlantic Port—\$43.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 15000 tons SIBERIA 15000 tons

CHINA 10000 tons NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. KOREA Sailing TUESDAY, 6th Oct. 1 p.m.

S.S. SIBERIA " TUESDAY, 13th Oct. Noon.

S.S. CHINA " TUESDAY, 27th Oct. 1 p.m.

S.S. MANCHURIA " TUESDAY, 3rd Nov. 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moros, the world-famous chef.

Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard room, deck games, etc.—and a full complement of the trip.

The Safety and Comfort of Passage is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

H. C. MORTON, Agent,

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

King's Building (opposite Blake Pier), Telephone No. 141

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SAIGON	To-morrow, Daylight.
HOIHOW & HAIPHONG	Sept. 30, at 10 a.m.
MANILA, CEBU & ILOILO	Sept. 30, at 4 p.m.
SHANGHAI	Oct. 1, at 4 p.m.
WIKHAWEI, CHEFOO & TIENSIN	Oct. 2, at 4 p.m.
SHANGHAI	Oct. 3, at 4 p.m.
MANILA, CEBU & ILOILO	Oct. 4, Daylight
BANGKOK via SWATOW	Oct. 6, at 4 p.m.
	Oct. 7, at Noon.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "HANUL"

Excellent Saloon accommodation, electric fans, extra state-rooms on deck, aft on "LINTAN" and "TAN"

SHANGHAI LINE. The Twin Screw Steamers "Anhui," "Chenai," "Shanghai," and the S.S. "Liangchow," "Luchow," and "Yinchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, WIKHAWEI	WEDNESDAY, Sept. 30, at Noon.
TIENSIN	WEDNESDAY, Sept. 30, at 3 p.m.
SINGAPORE, PENANG & KUALA LUMPUR	SUNDAY, Oct. 4, at Noon.
SANDAKAN	SATURDAY, Oct. 3, at Noon.
SINGAPORE & SOERABAYA	SATURDAY, Oct. 3, at 3 p.m.
MANILA	SATURDAY, Oct. 3, at 3 p.m.
SINGAPORE, PENANG & KUALA LUMPUR	WEDNESDAY, Oct. 7, at Noon.
SINGAPORE, PENANG & KUALA LUMPUR	WEDNESDAY, Oct. 7, at 3 p.m.
MANILA	SATURDAY, Oct. 10, at 3 p.m.
LOOANGSANG	SATURDAY, Oct. 10, at 3 p.m.

RETURN TOURS TO JAPAN.

The Steamers "Kiangsu," "Nanking" & "Fookien" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yokohama," "Kobe," and "Moji" leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Dairen, Weihaiwei & Tsingtao.

Taking Cargo on Through Bills of Lading to Kaitai, Labad, Siam, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARD.

For Steamers Date of Departure.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "CARDIGANSHIRE"

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

COLOUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

